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Material required for medium size, 13½ yards, 27 inches wide.
Sizes—32, 34, 36, 38, 40, 42 and 44 inches bust measure.

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Pattern No. 6048

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10 CENTS

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HOSTILE IN PLACES
CONTRACTOR BLAMED FOR INJUSTICE TO THE PEASANTS.
Lines Have to Be Run Over Graves—How the Magistrates Are "Squared."

BY WILLIAM E. CURTIS.
Special Correspondence of The Evening Star and Chicago Record-Herald.
BELLINGHAM, Wash., August 16, 1904.
Including the branches of the Trans-Siberian railway in Chinese territory, there are now about 3,570 miles of railway in operation in China. The Chinese have about 1,300 miles under actual construction. Concessions have been granted for about 3,000 miles under which nothing has yet been done, and surveys have been made for about 6,000 miles additional. No matter how the war between Japan and Russia may end, China will push ahead, and within the next quarter of a century will be the scene of the greatest activity of any country on earth in mining, railway construction and other material development.
As already indicated in previous letters, the progressive element of the population is in power, and the movement it is directing gains impetus every day. The reaction in favor of modern ideas and the Boxer trouble is manifesting itself in every part of the empire in a variety of forms, and strange things are occurring these days where the wisest men would have declared impossible five years ago. The emperor dowager has emerged from the traditional seclusion of the Chinese sovereigns and by the change in her habits has become the person of the Son of Heaven is no longer so sacred to be looked upon. She has had her portrait painted and sent to St. Louis for the exposition, and she is to state, at (mirable dictu) ten automobiles have been purchased for the use of the imperial household. The Boxer movement common around the Forbidden City for several years, and the emperor dowager has actually ridden in a foreign carriage.
These, however, are merely signs showing the direction in which the wind is blowing, and it is becoming a very strong wind. Among a class of people who have absorbed everything foreign no longer than five years ago there is now an active rivalry as to which shall be the first to adopt the latest fashions and inventions and to be the nearest "up to date."

In other words, China is awakening from the slumber of centuries, and the ruling classes of the people, the officials and mandarins and men with money and education, are beginning to realize the value of the resources they have been trampling under their feet and are reaching out for modern means and methods to turn them into money. Of course, they cannot do this without railway facilities, for China is a vast area broken by mountain ranges and divided by great streams.
Upon those streams and the canals which intersect them there has always been an enormous traffic carried on by junks, steamers and flatboats.

Trade With Hankow.

For example, 6,000 vessels cleared from the port of Hankow during the year 1903 with a total tonnage of 3,269,938 tons. Of these 2,743 were steamers of 2,904,197 tons, and 3,254 were Chinese junks of 296,633 tons. You will be interested to know the nationalities of these steamers, which were as follows:

Steamers.	No.	Tons.
British	1,218	1,422,872
American	417	1,630,812
German	418	407,595
French	2	18
Dutch	1,490	1,490
Danish	8	12,828
Swedish	46	5,362
Russian	46	5,362
Japanese	361	495,966
Chinese	22	22,556
Chinese sailing vessels	623	47,878
Totals	2,743	2,904,197

The traffic of the first quarter of the year 1904 was as follows:

Foreign ocean-going steamers.	No.	Tons.
Foreign river steamers	405	470,159
Foreign steam launches	15	1,500
Foreign sailing vessels	90	102,339
Chinese steam launches	20	2,000
Chinese sailing vessels	102	23,748
Chinese junks	410	34,996
Totals	1,075	634,738

The total value of the river trade of Hankow in 1901 was \$7,000,000. In 1902 it was \$10,000,000, and in 1903, \$13,000,000. Of this trade \$5,000,000 was carried on by foreign countries and \$8,000,000 by Chinese. The trade of the river is carried on by the British flag, 20,800,000 tons of the Japanese flag, 20,800,000 tons, and divided among the ships of the other nations.

Attitude Toward Railways.

The Yangtze river is the great commercial artery of China, and the corresponding amount of traffic is reported from every other navigable stream and canal. And every railway under operation did a big business and paid large dividends, both from freight and passenger traffic. There has been a radical change in the disposition of the common people of China toward railways. The first track was laid in China in 1876 by the British and American companies to carry freight between Shanghai and Wusung, at the mouth of the Yangtze river, where there is a bar that deep draft steamers cannot pass. This road, four miles long, was bought up by the Chinese government, and the rails were torn from the ties and stacked in heaps in the ditches because they interfered with the free movements of the "fung-shu"—the spirits of the dead, which are constantly moving about in the atmosphere. The Chinese wires also bothered the "fung-shu" a good deal at first, and local magistrates at different points made the rails and ties disappear down for that reason, until Li Hung Chang sent out a circular saying that he would cut off the head of every magistrate who meddled with the telegraph lines after a certain date. That seemed to reconcile the "fung-shu" to the telegraphic service, and the pecuniary indemnity paid by the railway companies has reconciled them to railways in nearly every part of the empire.

The entire uncultivated surface of China is covered with graves. The population is so dense that it is difficult to find ground for the burial of the dead. The Chinese bury the dead in the hills, and the moment you leave a town or a village you can see the conical mounds that mark the graves. In every direction and occupy all available space. At first the railway surveyors endeavored to avoid them, because if a grave was disturbed a riot was sure to follow. In these degenerate days the ideas of the foreign devils are being so rapidly absorbed by the Chinese that the Chinese may be laid anywhere provided the desecration of burial places is atoned for by the payment of \$3 (Mexican) per grave to the local magistrates. If the family of the deceased become aware of the transaction he will settle with them on the best basis he can arrange. If no claimant appears he pockets the money. This arrangement is now universal from one end of China to the other, and it is found to be the simplest and most satisfactory method of propitiating the "fung-shu" and reconciling the souls of the living to the desecration of the graves of their ancestors.

Occasionally there is a disturbance in some benighted section of the interior where the people have not yet become accustomed to modern ideas, and if I remember correctly, we found similar trouble in developing the transportation system of our own country. Honest people resisted their shipments on the rail fences along the right of way waiting for the surveyors. It is also true, throughout China, that mischievous persons are constantly meddling with switches, robbing station houses and doing

other damage to railways. This requires military guards to protect the property and a squad of soldiers accompanies every train just as an armed guard formerly rode beside the driver of stage coaches in the United States.

Cause of Hostility.
Many people think that these precautions are not necessary, and that they represent only another form of "squeeze," applied by the local magistrates to the railway companies to extort money from them. It is, however, true that in several parts of the empire, particularly in the provinces of Szechuan and Manchuria, where the Germans and Russians have been operating, there is intense hostility to the railway companies because of the industries and have had to suffer for their folly. Hence there is an almost universal prejudice among the peasant class against the railways, and it was not until the Boxer troubles were due directly to this cause. When the Germans began building through Szechuan there were no stakes wherever they pleased, regardless of graves, gardens or houses, and settled the damages with the local magistrates. The usually pocketed all or the greater part of the indemnity. 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